

**Appl. No.** : **10/795,765**  
**Filed** : **March 8, 2004**

**AMENDMENT TO CLAIMS**

**IN THE CLAIMS:**

1. (Currently Amended) A control system for [[a marine drive]]an outboard motor comprising a change element disposed in the outboard motor and configured to [[that ]]]change[[s]] an operational condition of the [[marine drive]]outboard motor, an actuator disposed in the outboard motor and configured to [[arranged to ]]]actuate the change element, a control device disposed in the outboard motor and configured to control the actuator, a first signal generator disposed in the outboard motor and configured to convert physical movement to a first command signal and to output the first command signal to the control device, the first signal generator being configured to be mechanically connectable to a mechanical remote control device such that physical movement of the remote control device causes physical movement of a part of the first signal generator, the control device also being configured to be connectable to an electronic remote control device having a second signal generator configured to detect movement of a remote control lever and to output a second command signal, the control device being further configured to determine whether the first signal generator is connected to the control device and whether the electronic remote control device is connected to the control device, the control device also being configured to control[[ling]] the actuator based upon [[at least one of the first command signal and a]]the second command signal from the electronic remote device if the first signal generator is not connected to the control device.

2. (Original) The control system as set forth in Claim 1, wherein the marine drive has an engine and a propulsion device powered by the engine, the engine has a throttle valve that regulates an amount of air to a combustion chamber of the engine, the change element is the throttle valve, and the operational condition is an output of the engine.

3. (Withdrawn) The control system as set forth in Claim 1, wherein the marine drive has an engine, a propulsion device powered by the engine, and a shift mechanism arranged to change a propulsion mode of the propulsion device, the change element being a member of the shift mechanism, and the operational condition is the propulsion mode of the propulsion device.

4. (Currently Amended) The control system as set forth in Claim 1, wherein the first signal generator is configured to be connected to the mechanical remote control device with a push pull cable.

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5. (Currently Amended) The control system as set forth in Claim 1, wherein the mechanical remote control device is detachably coupled with the first signal generator.

6. (Previously Presented) The control system as set forth in Claim 1, wherein the mechanical remote control device comprises a lever that is pivotable relative to a housing.

7. (Currently Amended) The control system as set forth in Claim 6, wherein the first signal generator has a pivotable shaft, the lever being connectable with the shaft to pivot with the shaft.

8. (Currently Amended) The control system as set forth in Claim 1, wherein the first signal generator has a pivotable shaft, the [[the ]]shaft being connectable with the mechanical remote control device.

9. (Currently Amended) The control system as set forth in Claim 1, wherein the first signal generator is a potentiometer.

10. (Original) The control system as set forth in Claim 1 additionally comprising a second operative device remotely placed from the control device, the second operative device having a third movable member and a position sensing device, the position sensor configured to output a second command signal to the control device in accordance with a position of the third movable member, the control device controls the actuator based upon either the first or second command signal.

11. (Currently Amended) The control system as set forth in Claim 10, wherein the control device has an input unit, the first signal generator or the electronic remote control device being selectively coupled to the input unit.

12. (Currently Amended) A control system for an outboard motor [[marine drive]] having an engine comprising a throttle valve that regulates an amount of air to a combustion chamber of the engine, a throttle valve actuator arranged to actuate the throttle valve, a control device disposed in the outboard motor and configured to control the throttle valve actuator, an operative device remotely placed from the control device, the operative device having a first movable member, configured to be connectable to a second moveable member disposed remotely from the operative device with a mechanically connecting member having a plurality of ends, one end of the connecting member coupled with the first movable member and another end of the mechanically connecting member coupled with the second movable member, a signal generator

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disposed in the outboard motor and configured to output a first command signal to the control device based on a position of the second movable member, the movement of the second movable member being determined by the mechanically connecting member, the control device being configured to determine whether the signal generator is connected to the control device and to [[the control device ]]control[[ling]] the throttle valve actuator based upon [[the first command signal or ]]a second command signal from an electronic remote device only if the signal generator is not connected to the control device.

13. (Original) The control system as set forth in Claim 12, wherein the connecting member is detachably coupled with the second movable member.

14. (Original) The control system as set forth in Claim 12, wherein the second movable member is detachably coupled with the signal generator.

15. (Original) The control system as set forth in Claim 12, wherein the engine is disposed on the marine drive, the signal generator is affixed to the engine or the marine drive.

16. (Currently Amended) A control system for an outboard motor [[marine drive]]comprising a change element disposed in the outboard motor that changes an operational condition of the outboard motor, an actuator disposed in the outboard motor and arranged to actuate the change element, a control device disposed in the outboard motor and configured to control the actuator, a first operative assortment capable to communicate with the control device, the first operative assortment including a first operative device remotely placed from the control device, and a signal generator disposed in the outboard motor and configured to output a first command signal to the control device, the first operative device having a first movable member, a mechanically connecting member having a plurality of ends, one end of the connecting member coupled with the first movable member and another end of the mechanically connecting member coupled with a second movable member disposed remotely from the operative device, the signal generator generating the first command signal in accordance with a position of the second movable member, the position of the second movable member being determined by the mechanically connecting member, and a second operative assortment capable to communicate with the control device, the second operative assortment comprising a electronic remote device configured to send a second command signal to the control device, the control device being further configured to determine if the first operative assortment is connected to the control device

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and if the second operative assortment is connected to the control device, the control device being further configured to control[[ling]] the actuator based upon the [[first or ]]second command signal if the fist operative assortment is not connected to the control device.

17. (Original) The control system as set forth in Claim 16, wherein the control device has an input unit, the signal generator or the position sensing device is selectively connected to the input unit.

18. (Currently Amended) A control system for a marine drive comprising a change element that changes an operational condition of the marine drive, an actuator arranged to actuate the change element, a control device configured to control the actuator, a first operative assortment capable to communicate with the control device, the first operative assortment including a first operative device remotely placed from the control device, and a first signal generator configured to output a first command signal to the control device, the first operative device having a first movable member, a mechanically connecting member having a plurality of ends, one end of the connecting member coupled with the first movable member, the first signal generator having a second movable member, another end of the connecting member coupled with the second movable member, the second movable member moving along with the first movable member when the first movable member is operated, the first signal generator generating the first command signal in accordance with a position of the second movable member, and a second operative assortment capable to communicate with the control device, the second operative assortment including a second operative device that has a third movable member, and a position sensing device that senses a position of the third movable member, the position sensing device configured to output a second command signal to the control device, the first signal generator and the position sensing device selectively connected to the control device, the control device controlling the actuator based upon either the first or second command signal, wherein the control device has an input unit, the first signal generator or the position sensing device is selectively connected to the input unit the control system also includes a visual or audible indicator that indicates none of the first signal generator and the position sensing device is connected to the input unit.

19. (Canceled)

20. (Canceled)

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21. (Canceled)
22. (Canceled)
23. (Canceled)